WASHTENAW COUNTY HISTORICAL SOCIETY - Founded December 17, 1857 OCT.-NOV. 1986

# WASHTENAW IMPRESSIONS

PRESIDENT'S CORNER

## HALL TREE GLEAMS NOW

Last spring the Kempf House was looking for a hall tree for its newly renovated foyer. Alice Ziegler happily responded that for some years a hall tree, owned by the Society, had been living (i.e. taking up space) at the Ziegler home. It appeared to be a perfect solution.

However, all perfect solutions seem to have glitches. Somewhere, this hall tree had been the victim of more than one refurbishing which had layered the presumably handsome piece under mundane—even ugly—paint.

Two professional restorers' bids for the work were both in excess of $200. We were on the verge of taking one of these bids when Elizabeth Dusseau volunteered to undertake the task herself with assistance. The Society owes a huge debt (at least in excess of $200) of gratitude to Elizabeth and her confederates—Lucy Kooperman and Peter Rocco—for their fine job of stripping paint and sanding down the piece.

The finished product shows that it was made of several different woods, leading us to conclude that perhaps it was intended to be painted in the first place.

I understand that History has lost a noteworthy opportunity in not having sent a camera to record the work crew in their "stripper" garb.

The hall tree was originally in the South Main Street home of businesswoman Bertha E. Muehlig whose dry goods mercantile establishment was located at 126 South Main Street in the building now occupied by the Hooper-Hathaway law firm. The Society acquired the tree through curator Stuart Thayer from the auction of Miss Muehlig's household goods following her death.

Our gratitude to Elizabeth, Lucy and Peter for their money-saving efforts in restoring the tree's original beauty and making it a piece of which we can be justly proud. I urge you all to stop by the Kempf House and see the results of their labors.

Galen R. Wilson

## MONROE 'DETECTIVE' WILL TELL WCHS OCTOBER 23 HOW HE FOUND SECOND OLDEST BUILDING IN MICHIGAN

Matt Switlick the director of the Monroe County Historical Museum wasn't too interested when he was offered a log cabin discovered under clapboards near the Farmer's Market in Monroe a few years ago because he already had one.

But subsequent detective work proved it to be the second oldest building in the state, the 1789 Navarre-Anderson trading post, now restored and open to public viewing.

The story of the discovery, detective work and the colorful trader, Colonel Anderson, will be presented in a slide show by Switlick at the Washtenaw County Historical Society meeting at 7:30 p.m. Thursday, October 23.

It will be in the Luther Room of Zion Lutheran Church 1501 West Liberty. Enter *back* door to first room on right. Free parking in church lot.

The only older building still standing in Michigan is the 1780 stone officer's quarters at Mackinac Island.

## 'FROST-BITTEN CONVENTION' TO BE COMMEMORATED DECEMBER 15 AT FORD PRESIDENTIAL LIBRARY

One-hundred fifty years ago this fall, Michigan's bid to become a full-fledged state of the union was stalemated after a September 26 convention in Ann Arbor rejected Congress's offer of the western Upper Peninsula for the disputed Toledo strip, claimed by Ohio.

A second, probably illegal, convention was called December 14 at the Washtenaw County Courthouse in Ann Arbor. The next day the delegates voted to accept the compromise paving the way for official statehood on January 26, 1837, when President Andrew Jackson signed the bill.

Opponents of the December convention dubbed it "the frost-bitten convention."

The frost bitten convention will be commemorated with special ceremonies at 2:30 p.m. Monday, December 15, at Gerald R. Ford Presidential Library on North Campus, Dave Pollock, chairman of a county committee to celebrate Michigan's sesquicentennial, announced.

Following the ceremonies WCHS will host a reception at the Bentley Historical Library next door in lieu of a December meeting. More details in the December *Impressions.*

## NEARLY 1,000 POINTS NOW SAVED FOR SCREEN

Thanks to all the kind people saving and donating points from Knapp's restaurants, WCHS has 949 points towards its goal of 5,450 to earn a screen to show slides and movies at our meetings. At this point, Marguerite Harms is champion collector.

All you have to do it you eat at Knapp's is ask for your points when you pay your bill. Save the yellow point slips and bring or send them to Alice Ziegler, 537 Riverview Drive, Ann Arbor, MI 48104. You or your friends can get points from any Knapp's.

If you've been saving some up, please note only those dated May 1, 1986 or later, are eligible for our project.

## NOVEMBER 13 PROGRAM TO BE ANNOUNCED

The November WCHS meeting is scheduled at 7:30 p.m. Thursday, November 13. Place and program will be announced by card to all on the mailing list or call President Galen Wilson, office: 764-2347, home: 662-7784.

THE AUTO GREW ON US

# AMERICANS LOVE PERSONAL TRANSPORTATION

No one person really invented the automobile. It did not start in Detroit. Europe was ten years ahead of the United States in developing a practical automobile.

Leslie R. Howard, retired curator of transportation at Henry Ford Museum, dispelled such popular myths of auto history at the September program of the Washtenaw County Historical Society held at Domino's Car Barn.

Mr. Henry spoke and showed a movie he helped make, "The Changing Architecture of the Automobile," to nearly 100 persons in the meeting room.

Meanwhile, about three hundred other persons took advantage of the opening of the car barn, arranged by WCHS, to view the adjoining collection.

"At the beginning of the century, the automobile was a rich man's toy. In fact, in my youth deliveries of ice and milk were still being made by horses around town," he said.

"By 1910, we had more automobiles than we had roads to run them on. The demand came for better roads.

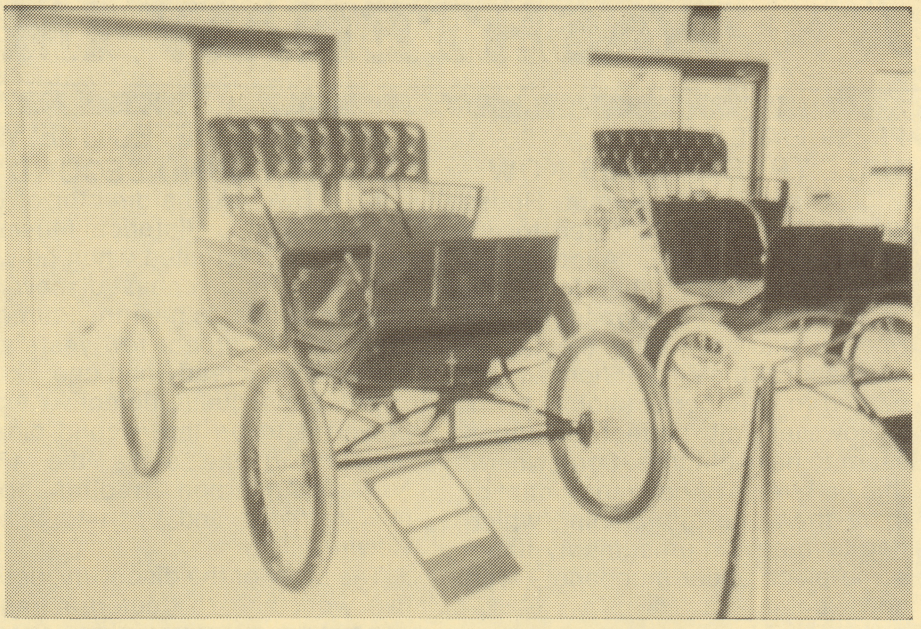
"In order to promote the automobile as a practical and useful means of transportation and, more important, a means of *personal* transportation the American Automobile Association organized cross-country tours.

"*Peronal* is a critical word. Up until the 1890s the only type of personal transportation available were horses and other beasts of burden.

"Throughout the 1890s there was a bicycle craze in this country. The bicycle was the first vehicle which gave everybody who could afford one a means of personal transportation.

"He could go where he wanted when he wanted without regard to trolley lines, time tables or railroad trains. However, it was quite a feat to do 100 miles a day on a bicycle. People used to wear badges which indicated they had done the 'century.'

"Nobody had thought much about motorized vehicles as long as horses were supplying the muscle. When people got bicycles and started to pedal they realized they wanted something better and started hanging motors on bicycles.



**MADE IN ANN ARBOR**
**The horseless carriage on the left was assembled in Ann Arbor in 1901 by U-M student Howard E. Coffin, one of the founders of Hudson Motor Car Company.**

"Henry Ford's first auto was a quadricycle, practically two bicycles side by side. He built it in 1896, the same year the Duryeas started manufacturing and selling automobiles.

"Primacy is not really important," the speaker said. "What is really important in history is the person who invents something, publicizes, manufacturers and gives it to the public so they can use it in quantity.

"It's only valuable when it becomes useful, when it can change our society, our economic status and improve us socially. That's what the automobile did starting in 1896.

"Many people try to point to automobile inventors but it just grew. In Europe they were a good ten years ahead of us. Gottlieb Daimler and Karl Benz built the first commercially available auto in Germany in 1885.

"The interesting thing is that nearly all these early manufacturers were working completely independently and unknown to each other.

"The movie shows how the auto developed and changed through the years up to about 1964." Mr. Henry said. General Motors sponsored it.

"In 1789 a man named Cugnot developed a steam propelled carriage in France," the movie narrator said.

"In England, around 1800, steam powered road locomotives became a reality through efforts of men like Trevithick, Gurney and Hancock.

Almost all the early auto manufacturers were people from the bicycle industry such as Winton, Thomas, Pope, Willys, Pierce and Duryea. One of the very few to come from the horse-drawn vehicle business was Studebaker.

"Most of the initial American automotive efforts were in the 1890s. Duryea's first car was demonstrated in 1893. In 1894 Duryea sold three cars.

"In 1896 when Henry Ford's quadricycle was built, Ransom Olds introduced his first gasoline-powered automobile. Contrary to popular belief neither Olds nor Ford were first with mass production. In 1896 Duryea produced 13 identical autos.

"In 1897 the largest bike manufacturer in the United States brought out an automobile, the Columbia Mark III electric phaeton. In 1899 the Stanley brothers brought out their first steamer but in the

same year sold out to Locomobile.

"At this time there was considerable question as to the relative merits of electric, steam or gasoline power.

"A major crisis developed in the early years when a patent was granted to George B. Selden for a vehicle powered by an internal combustion engine. This resulted in the formation of the Association of Licensed Automobile Manufacturers. Members agreed to pay a royalty of 1¼ percent on each car made.

"Henry Ford took exception to the Selden patent and in 1911 won a long legal battle that virtually eliminated the Association."

National auto shows started in 1900. "These became annual announcements of the new features and new models and clearly established the pattern for yearly model changeovers."

"Looking back it is difficult to see how some of the first autos created so much excitement. The first cars were merely platforms with four wheels, a seat, a steering device and an engine.

"Some obvious things had to be done right away such as covering the engine to keep inquisitive fingers out and cut down on noise and fumes. Lights were added to aid in night driving. This was the basic arrangement of the curved dash Oldsmobile of 1901.

"Incidentally it was this automobile that established Detroit as the automotive center of the United States. In a fire in Olds Motor Works everything was destroyed but one car—a curved dash Olds of 1901.

"In order to stay in business, drawings were made directly from the one remaining car and various parts were subcontracted in Detroit. Most of these subcontractors eventually became auto manufacturers.

"By 1903, Ford, Rambler, Packard, Duryea, Buick, Cadillac and Studebaker had introduced autos.

"In the early 1900s most auto bodies had what was called *roi de Belgique* (King of Belgium) coachwork. The body shape was sometimes called a tonneau.

"Entrance to the rear seat in this kind of coachwork was from the rear of the car. In the 1905 Model F Ford that was modified so the rear seat passenger could enter from the side. To assist entrance and egress, running boards were added.

"However, front side doors were considered quite an innovation and in many cases were optional equipment. One side of a 1914 Model T

**MOTHER-IN-LAW SEAT REALLY CHAUFFEUR'S**

**"The small seat in the back of some old cars has been called the mother-in-law seat. That is fanciful," Leslie Henry said. "It was actually intended for the chauffeur."**

**Why the chauffeur? "His job was to get the car from the carriage house or garage, get it all ready, bring it to the front door for the master and the master of the house would come out and drive his own car.**

**"The chauffeur couldn't associate with the owner so he rode in back. When the owner got to the country club or wherever, the owner got out and the chauffeur would park the car and get ready for the owner to drive back again."**

Ford had only a bead in the sheet metal to suggest a door.

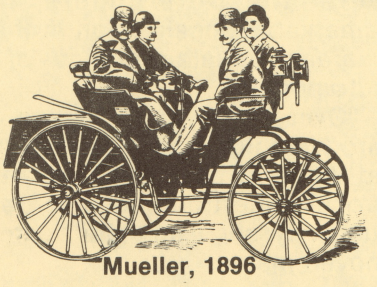
"It would be some years before the top, windshield, doors and basic body would gradually grow together into one piece.

"Originally most accessories were outside the passenger compartment—under the floor, fastened to the back or in boxes on running boards for tools or picnic lunches. Even brakes and gearshift were outside at first.

"The tiller gave way to the steering wheel. Speedometers, shock absorbers and sliding transmissions all added to the weight and size of the automobile which in turn required bigger engines.

"Up to this time the shapes of the car body and the engine compartment were two completely separate forms. About 1910 the enlarged engine and additional equipment widened out the hood to the point where it could be blended into the cowl and body.

"By 1909 some small companies were offering electric head lamps as accessory equipment. This added an electrical system including a battery and generator.



**Mueller, 1896**

"Cadillac introduced the first production electric head lamps and electric self-starters in 1912. The additional power required to run generators may have had some influence on Cadillac's introduction of the V-8 in 1915.

"In any case the electric starter made it practical for the first time for a woman to own and drive autos. This would eventually have a considerable effect on automobile design.

"Maxwell introduced the idea of a movable driver's seat in 1914. Until this time, the back of the front seat was used as a structural member in the body.

"Closed cars started to appear before World War I such as the 1916 Cadillac opera coupe.

"Henry Ford, the champion of low price cars, experimented with more expensive models such as the 1906 Model K but in 1909 he introduced his famous Model T at the other end of the price range.

"About the time of World War I most automobiles started to settle down to the general mechanical configuration we know in America today. By this time, early production was rapidly approaching the million mark and the day of the small builder and inventor was coming to an end.

"In 1920 there was short, sharp depression and the financial situation of the smaller auto manufacturers in particular was pretty unstable during the early 20s.

"From that time things got better and better until they reached a climax in the giddy and glorious days just before the stock market crash of 1929.

"The Essex was one of the first new low-price closed cars introduced in the 20s. Until this time closed cars had always been more expensive than an open touring car.

"As the economy improved, luxury cars started to appear in greater numbers. Duesenburg brought out the straight-eight and the first four wheel hydraulic brakes in the United States.

"The Jordan Playboy was introduced with advertising that placed its emphasis on the pleasures of motoring rather than describing the technical details.

"General Motors brought out the LaSalle in 1927, the first mass produced car to be styled by a professional designer directly employed

by the manufacturer. At the other end of the price range, Henry Ford brought out his Model A, a dramatic change for Ford automobiles.

"During this decade the body became a solid enclosure as windshields, roof and doors grew together. The structure required for this kind of enclosure occupied an increasing amount of space as the manufacturers made their cars more sturdy and more reliable.

"The first of these cars used very straightforward body work. Almost all the sheet metal could be made in your own basement but gradually the corners began to round off and compound curves started to appear on fenders and rear corners of the roof and headlights.

"Prior to World War I the emphasis was on mechanical aspects. But in the years just before the 30s, the emphasis started to change. The comforts, desires, and whims of the human being took precedence over the machine. The car was becoming more than a car.

"More than ever before it expressed status, power, fun, glamor and freedom.

"The late 20s and early 30s was the era of the flapper, Newport mansions, yachts, Thompson trophy airplane races, movie stars and great classic cars.

"These cars were generally based on the in-line engine which produced a long hood. The front axle was a solid beam which kept the front wheels forward while the rear passengers sat well back over the rear axle.

"Although the stock market crash in 1929 caused the sales of autos to fall two million units within a year, many famous cars of the era had been under development.

"The L-29 Cord was introduced in 1929 with front wheel drive. This was the year that Duesenberg shocked the automobile world by bringing out a car with fantastic performance, ranging from 265 horse power in the J model to 320 in the SJ series. By comparison with other cars then available, this car had about the same impact that would result from introduction of a car today with almost 1,000 horse power.

"Cadillac introduced their V-16 in 1930. The 1932 KB Lincoln with V-12 engine is one of the great classics, also a 1930 Packard Custom Phaeton and 1933 Chrysler Imperial Le Baron, one of the last Chryslers with solid front axle.

Some European cars of this vintage were the Bugatti Royale, one of the most famous classics even though less than ten were sold, the 1924 Hispano-Suiza, the supercharged Mercedes and the legendary Rolls Royce.

Those were the years of great coach builders such as Gifford, Hibbard, and Darin, Willoughby, Brunn, Brewster, and Locke.

Consumer demands spurred the stylist and engineer to further developments in automotive design. The development of the hypoid rear axles was one of the first moves in lowering the silhouette of the auto, offsetting the drive shaft below the axle.

Knee action or independent front wheel suspension was introduced in 1934. This created a drastic change in the proportions of the automobile. Without the beam axle the engine could move forward between the front wheels allowing the entire passenger compartment to move forward and eventually down between the rear wheels.

"There were several other changes that affected the rear compartment room. In 1931 the Reo Royale started the popular trend to slanted windshields. In 1936 side windows that sloped in at the top were first seen.

In the years between 1936 and 1939 it was discovered that the auto stylist could drastically change the exterior shape of the American production automobile. The styling of the 8-10 and 8-12 Cord with its front wheel drive brought this to the public's attention.

"The Lincoln Zephyr with its pointed grille in 1936 and fastback roofline and the 1938 Cadillac 60 Special which eliminated running boards and introduced use of lightweight convertible window frames were the forerunners of a remarkable acceleration in the appearance characteristics of the automobile.

"Over the years styling and airodynamics had gradually moved the body shell outwards. In the process the trunk became part of the body shell and the spare tire moved inside.

"The hood flared out, then dissolved into the fender. The hood sheet metal moved out over the radiator and fenders, elongated, flattened and gradually became part of the body side.

"Over this span of time every major component in the automobile moved inside the body with the passengers. In 1938 Pontiac moved the gearshift from the floor onto the steering column to help provide more foot room and that was the first year that automatic transmissions were offered by Oldsmobile and Buick.

"Hitler set Europe afire with his blitzkrieg in 1939. The jeep became a legend while most manufacturers turned to products other than autos.

"The tremendous development of aircraft during World War II contributed to the feeling that after the war great things would happen to the automobile. Everyone was waiting with baited breath for the postwar car.

"In 1946 the Kaiser-Frazer was announced, the first car with straight through body sides, eliminating fender forms. The most sensational postwar announcement was the Tucker, although the car never became a reality.

"The first established manufacturer to bring out a postwar car was Studebaker.

"The new 1948 Hudson announced a new stepdown design. Basically the floor was moved down so that the drive shaft and frame members created protrusions into the passenger space. This approach put the passengers not only down between the wheels but down between the frame members as well. This basic arrangement exists in most of today's autos.

"By 1949 every major manufacturer had eliminated most of the fender forms and had some version of the so-called flush side styling. The introduction of four-door hardtops eliminated the center pillar in side windows and gave the consumer an automobile with the feel of a convertible and the safety of an all-steel roof.

"The wraparound windshield was one of the features that helped set off consumer demand for automobiles unequalled in auto history. About 1958 many of our

customers decided they wanted simple, more economical cars and sales of small imports started to increase.

"Over the years the consumer demanded an increasing number of new features that encroached upon interior space.

"In 1962, Buick moved their engine and transmission forward to reduce the hump in the front floor. The transaxle in 1961 moved the transmission to the rear of the car. The Corvair with its rear engine elements virtually removed the center tunnel.

"The curved glass used on GM's Chevelle, Tempest, F-85 and Special makes it possible to create even thinner doors and increase shoulder room. The smaller tire sizes used at the end of the 50s required less space for the wheelhouse and wide-track Pontiac moved those wheelhouses as far outboard as possible.

### BEFORE AUTOS GASOLINE WAS NUISANCE BY-PRODUCT

**A listener asked, "Where did the gasoline come from for the first autos?"**

**"Gasoline was a wasted by-product, a nuisance to the refiner. Crude oil is a mixture of all petroleum products – tar, lubricating oil, gasoline, kerosene, and different gases like propane, methane, butane," Mr. Henry said.**

**"Laws were passed preventing refiners from putting gasoline in with kerosene because it was too dangerous in the house. They always had gasoline as long as they refined mineral oil.**

**"After World War I there was a shortage of gasoline. In order to get more to run our cars, we began cutting deeper into kerosene. We weren't using kerosene in lamps, we had electric. Refiners began putting kerosene in with gasoline.**

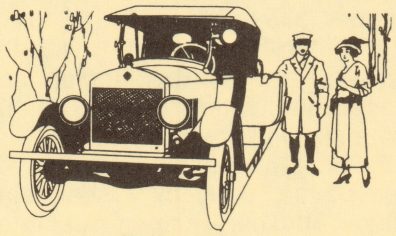
**"That meant it wouldn't vaporize easily. The gasoline had to be heated up to vaporize.**

**"With present day gasolines, 1920s car owners sometimes in summer have to buy diesel fuel to mix with gasoline to make it more like they had then, otherwise they get vapor lock.**

**"Today, of course, we have a big demand for gasoline. There are two ways of getting more. You can take large molecules of fuel oil such as diesel and crack or break them down to several molecules of gasoline.**

**"Or with modern technology and catalysts, we take the gases that ordinarily were vented out to the atmosphere or burned. Those are polymerized to make larger gasoline molecules.**

**"Thats were we get our gasoline – straight run, polyformed from smaller gas molecules or by cracking larger molecules.**



**Bell, 1921**

### FROM HORSELESS CARRIAGE TO GULL-WING

# RARE LUXURY CARS STAR IN DOMINO'S COLLECTION

Rare and classic automobiles displayed in Domino's Pizza Company Car Barn where WCHS met in September well illustrate "The Changing Architecture of the Automobile," the subject of the meeting.

The fifty-some automotive vehicles range from early horseless carriages which look more like a buggy than an auto to futuristic one-of-a-kind models that would cause a quick double-take on the expressway.

But perhaps the highlights for antique auto buffs were the vintage luxury Duesenbergs, Rolls Royce, Hispano-Suiza, Isotta Fraschini and extremely rare early World War II models made just before production switched to war materiel.

One of two horseless carriages was assembled in Ann Arbor at Staebler & Sons Garage and first driven on city streets July 5, 1901. The two-cylinder steam car, previously at Henry Ford Museum, Dearborn, cost $400 to make.

The assembler was a University of Michigan student, Howard E. Coffin, who became an internationally known auto engineer and one of the founders of Hudson Motor Car Company. The garage owners were uncles of Edith Staebler Kempf, WCHS past president.

The other horseless carriage is a 1900 Mobile, Model 3, Steam Runabout made in Tarrytown, New York. The two-cylinder three-and-a-half horsepower vehicle originally sold for $900. Both carriages were steered by a tiller.

Other vehicles include:

**Ford Model T.** A 1920 top-of-the-line center door model represents the more than 15 million T's built by Ford from 1908 to May 26, 1927, when the last one rolled off the assembly line at Highland Park.

A 1926 Model T fire truck with custom body on lengthened chassis is owned by Bo Shembechler, a Domino's director.

**Rolls Royce.** Derby, England. A 1922 Shooting Brake model, a station wagon for hunting parties, is green with wood sides. It is one of seven Rolls "woodys" ever made.

**Reo,** Lansing, Michigan. R.E. Olds left Olds Motor Works, producer of the curved dash Oldsmobile, in January 1904. After brief retirement he started Reo Motor Car Company. The first Reo came out in October 1904. The firm began making commercial vehicles in 1908.

The company was profitable until the depression. Reo ceased making cars in 1936 although they made commercial vehicles until 1967.

Displayed is a specially built 1933-34 Model BN from a combination of parts of 1931-33 Flying Cloud and Royale luxury cars and a 1933-34 Speedwagon with 230 Gold Crown engine. It is a station wagon body with wood sides on a three quarter ton truck chassis. The model shown is thought to be unique.

**Ford V-8.** A model 78 "woody" station wagon, eight passenger, original price $710. Station wagon sales were slow although glass side-window models sold better than "windy" versions with side curtains. Sixty horsepower V-8 engines were dropped and more popular 85 horsepower V-8's retained.

**Lincoln Continental.** 1938 Model K Convertible Victoria, 12 cylinder 150 horsepower, $5,669, body by Brunn. Brunn bodies were one of eight bodies built.

Also a 1942 Lincoln, 12 cylinders, 130 horsepower, with 18 carat gold trim. It is one of only ten known 1942s.

The Lincoln company was formed in 1917 by Henry Leland, and started making cars in 1920 and was bankrupt in 1922 when Henry and Edsel Ford bought it.

The Fords continued the Leland-designed L series until 1930. The first Ford designed line was the K series 1931-39. War halted production in January 1942.

Only 336 1942 Continentals were produced, 136 of them cabriolets. A prototype was made in 1939 for Edsel personally. He wanted a "thoroughly continental appearance."

To keep up with Cadillac all 1942 Continentals were restyled—wider, lower and seven inches longer. The competition offered automatic transmission. Lincoln offered two-speed liquimatic which proved flawed and had to be replaced with standard three-speed.

**Cadillac.** 1906 Eldorado Biarritz convertible with tail fins, eight cylinder, 345 horsepower, $7,401. A total of 1,285 produced. It was the last year for air suspension and wraparound windshields. The car had a six-way power seat.

**Buick.** 1942 Roadmaster Convertible coupe, body by Fisher, dark brown. The only known specimen from that year, it has eight cylinders, 165 horsepower, cost $1,775.

David Buick organized the company in 1903. William Durant took it over in 1904 and began production. He had some capable managers—Charles Nash, Walter Chrysler and Harlow Curtice. Buick stayed in the top five sellers in the industry except in the depression.

There was record production in 1940, and 1941 when 316,251 were built. But production was halted by the war in February 1942 after only 509 Roadmasters were made.

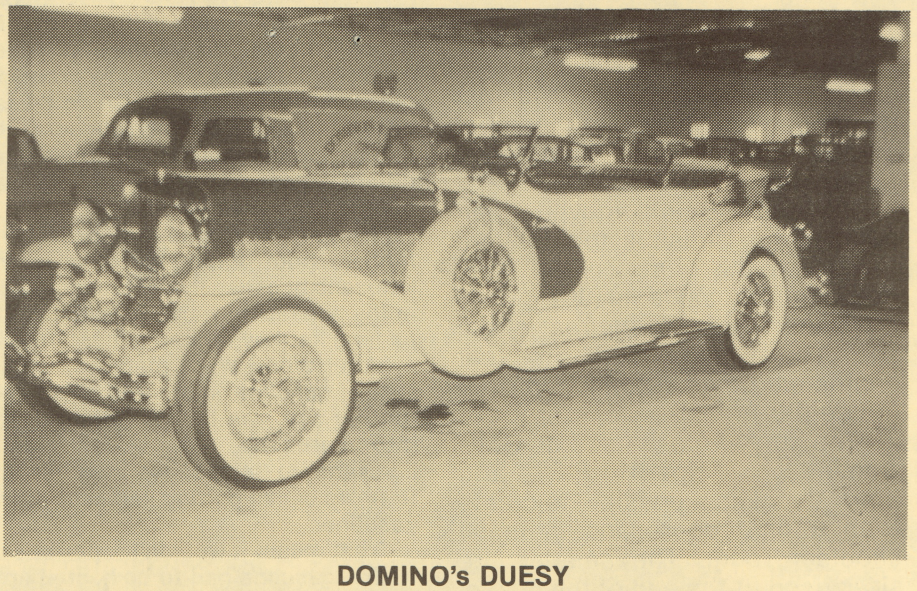
The 1942 model featured Harley Earl streamlined styling with "pontoon" front fenders which flowed into lines of the rear fender. It introduced electric power to raise and lower the convertible top.

**Isotta Fraschini,** Milan, Italy. A 1929 town car cabriolet model type 8A, body by Castagna, 8 cylinder, 110 horsepower. Original price, $23,000.

The Italian firm, established in 1899, was a pioneer of four-wheel brakes and eight cylinder engines. Hispano-Suiza didn't have four-wheel brakes until 1919, Rolls Royce, 1925.

They had the first series production straight eight engines in August 1919. Known as a coach builder's dream and a driver's nightmare, they were intended to be chauffeur driven.

The rear passengers could push buttons that would light on the front panel requesting the driver to "stop," "slow," "quick," "right," "left," or "turn around."



**DOMINO's DUESY**

**This is one of the Duesenbergs for which Tom Monaghan paid one million dollars. It is a supercharged SJ model with 320 horsepower.**

In 1924, the company, which had an aircraft engine background, introduced aluminum castings and pistons. The display model had a 145 inch wheelbase, a hood four feet long from radiator to cowl and weighed 7,500 pounds. More than 500 were sold in the United States between 1925 and 1930.

**American Bantam,** Butler, Pennsylvania. Model BRC 4 x 4 reconnaissance truck, first produced in 1941, the legendary jeep.

The company was started in Butler in 1929 as the American Austin Car Company by Sir Herbert Austin. One of the original American mini-cars, they were produced from 1930-34. The company went into receivership and was bought by Roy S. Evans who used the Bantam trademark.

Evans company was not successful until it adapted the company's Pennsylvania National Guard scout car to Army specifications for World War II. It was a rugged all-terrain vehicle weighing only 1,300 pounds.

**Orient Tricycle Auto.** 1900 model with 1 cylinder, 2 ¾ horsepower De Dion Bouton engine made by Waltham Manufacturing Company, Waltham, Massachusetts. Only one known to exist.

**Hispano-Suiza,** Barcelona, Spain. 1930 cabriolet de ville designed for Mrs. Potter Palmer of the Palmer House in Chicago. This custom model had interior walnut woodwork, an outside trunk of Brazilian pamele wood and ebony with inlaid designs.

The inlay was done by the same man who did the marquetry on the Orient Express railroad train. The custom body was by Fernandez of Paris. The six cylinder, 120 horsepower vehicle originally cost $18,000.

Hispano-Suiza was introduced in 1905 at an automobile exhibit in Madrid. King Alfonso XIII of Spain bought a 20 horsepower chassis and fron then on received the first production car of every model built.

**Racing cars.** Domino's Pizza Team Shierson racing car. The red-white-and-blue eight cylinder, 750-horsepower car won the Domino's Pizza 500 in 1984. Also displayed is a 1935 Shafer 8 Buick Indianapolis race car.

**MG.** Model T F-1500 Midget, from Abingdon, Berkshire, England. The company started in 1911 as Morris. Oxford, Cowley and Minor. In 1924 they advertised their cars as MG Supersports and in 1930 became the MG Car Company. More cars of this model have been produced for the longest time of any series of sport cars.

**Roths,** Surfite and Wishbone. Two small futuristic vehicles. The 1962 Surfite, a yellow and black runabout, was featured in the movie, "Beach Blanket Bingo." It has four cylinders and 37 horsepower.

The low, red 1967 Wishbone is a two-seater with four cylinders and 53 horsepower.

**Volkswagon.** The medium gray blue "bug" with a 1960 Michigan license plate was the one in which Domino's Pizza Company founder Tom Monaghan first delivered pizzas.

**Cadillac.** Beside the "bug" is the pizza company's first Cadillac, a black Fleetwood Brougham Talisman. The eight cylinder, 205 horsepower model cost $11,000.

**AMC Pacer,** American Motors, Detroit. A white 1976 model, it originally belonged to the wife of Cord-Duesenberg designer Gordon Buehrig.

**Duesenberg,** Auburn, Indiana, 1920-1937. Domino's paid one million dollars each for the two displayed, both originally 1929 Model J's.

The black one with body by Murphy is still in its original form. Customers had a choice of bodies by five or six body makers. At the time Domino's purchased it for one million dollars from Bill Harrah's museum in Reno, Nevada, it was the highest priced car ever sold at any auction. Since then, however, a Bugatti Royale sold for $6½ million.

The black Duesy has a 265 horsepower engine and a rumble seat. It was owned by a Colonel Whittel of California, the king of Duesenberg owners who owned up to five at one time. In the depression he drove this one around as it was not as conspicuous.

The other, a cream and brown Model J on experimental chassis, was taken back to the factory in 1934 and converted to an SJ (supercharged) model with 420 cubic inch engine and 320 horsepower. It is one of 36 such supercharged cars made and one of five with dual carburetors.

It is one of only four dual cowl phaetons made by La Grande.

John Givens bought it in 1929. After being supercharged it was owned by the Heinz Pickle family, then Post Cereal family, and Dick Gold of Minneapolis, Minnesota before now.

The front headlights turn. It has hydraulic disc brakes and an automatic thermostat. It is considered the mightiest American car ever made. Dominos sends it and driver Bill Shuta all over the country to parades and car shows.

**Packard.** A 1936 seven-passenger touring car, body by Dietrich. It went all the way from Anaheim, California, to New York City with no breakdowns in this year's Great American Race for Liberty. There is also a 1940 Packard.

**Cadillac.** The only 1937 Cadillac "woody" ever made, the dark red 12-passenger station wagon was originally built for screen actor Adolph Menjou.

## DUESENBERG MOTOR CO. 1920-1937

**Like several other early automobile makers, Fred and August Duesenberg first produced bicycles. In 1913 in Indiana they began to make four cyclinder racing machines which became famous, according to an information panel at Domino's Car Barn.**

**In 1920 they entered the passenger car field, introducing the Model A Duesenberg at a designers salon in New York City. It was an unpainted, gleaming aluminum touring car with America's first straight-8 engine and hyrdraulic four-wheel brakes.**

**The Model X was made in limited numbers in 1926-27. Then E.L. Cord, a financial genius, took control.**

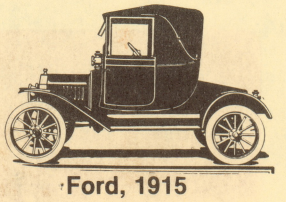
**The model J. Duesenberg, designed by the brothers and inspired by Cord was brought out. It was the fastest, most expensive car built in America.**

**Its straight-8 engine with two overhead camshafts and four valves per cylinder produced 265 horsepower, twice the power of any other vehicle.**

**Although extemely heavy, the car could travel more than 100 miles per hour in high gear. Some models sold for as much as $17,950. In 1937 Auburn, Cord and Duesenberg disappeared.**

**Mercedes Benz.** A blue 1955 gullwing coupe. (George Crocker, owner of the Rear View Mirror Museum at Kitty Hawk, North Carolina, who is joint venturing with Tom Monaghan in developing a car museum at the new Domino's world headquarters on Earhart Road told the editor that this Mercedes is probably the fastest appreciating collector's car there is. Three years ago it sold for $45,000. Now it would sell for $150,000-$200,000).

**DeLorean.** While most of the gullwing DeLoreans are brushed stainless steel finish this was painted Domino's colors and used at store openings around the country.



**Ford, 1915**

## DUPLICATE HISTORIES FOR SALE AT YPSILANTI

Ypsilanti Historical Museum has some duplicate history volumes including six of Chapman's 1881 *History of Washtenaw County* in "more or less disrepair" to sell.

Other volumes are Chapman's *Portraits and Biography of Lenawee County,* 1885; *Memoirs of Lenawee County,* Vol. I, 1909; *Michigan Pioneer Collections, Historical Collections, 1890,* Vol. 17; and Index, Vol. 16-30, of *Michigan Pioneer Reports & Collections.*

For more information, call Doris Milliman at the museum mornings, 482-4990.

## HOLIDAY ANTIQUE SHOW SET AT COBBLESTONE

Cobblestone Farm's Country Christmas will be 1-4 p.m. Sunday, December 7, at the farm, 2781 Packard Road, while across the street a Cobblestone-sponsored antique show and sale will be held 8:30 a.m. to 4:30 p.m. at the Ann Arbor Junior Academy, 2796 Packard.

The farm is open 1-5 p.m. Thursday-Sunday through October. It will be open 1-4 p.m. Sundays only in November and December. Admission is $1.50 or 75 cents for children and seniors.

## MARILOU WARNER HEADS KEMPF HOUSE BOARD

Marilou P. Warner, a member of WCHS's board, was recently elected president of Kempf House Board. Pauline Walter, WCHS membership chairman, is vice-president, and Barbara White, secretary. No treasurer has yet been named.

The board includes Nancy McKinney, Susan Michael, Thelma Graves, Greta Smith, Lucile Doke and Linda Monk.

## YPSILANTI ELECTS L.G. HOWARD

L.G. Howard was elected president of the Ypsilanti Historical Society by the Society Board of Directors and Michael Miller, vice-president.

Howard and Miller were elected to the Board along with Carroll Osborne at the annual meeting in September. This was the first fall annual meeting. Previsouly it has been in January.

Billy Zolkosky, secretary, and William Ealy, treasurer, continue to serve by appointment.

## WCHS'S ALLMENDINGER ORGAN AT KEMPF HOUSE

At long last WCHS's Allmendinger organ, made in Ann Arbor and donated to the Society by Demaris Cash of Treasure Mart some years ago, is on public display at Ann Arbor's Kempf House, 312 South Division.

Dr. J.R. Smith of the Eastern Michigan University music faculty and his wife kept it safe in their home since it was given. The move was engineered by Gary Kuehnle, former WCHS curator, and Kempf House made room for an important artifact of local history.

## KEMPF HOUSE HOURS SET

Kempf House, 312 South Division, will be open 1-4 p.m. Sundays from October 12 through December 14 except for November 30 (Thanksgiving weekend). A Christmas caroling party is scheduled there 7-10 p.m. Friday, December 5.

## MRS. PIEPER WCHS COLLECTIONS CHAIRMAN

Louisa Pieper, staff person for the Ann Arbor Historic District Commission at Kempf House and a WCHS director, is the new chairman of the WCHS collections committee. Other members are Dr. John Dann, William Wallach and President Galen Wilson.

## 'WHAT IS IT?' GAME AVAILABLE TO SCHOOLS

WCHS offers a traveling exhibit of small artifacts set up as a humorous "What Is It?" game for children to schools.

It is available for classes subject to time and volunteer availability. For information call Patricia Austin, 663-5281.

**WASHTENAW COUNTY HISTORICAL SOCIETY MEETING**

**7:30 P.M. THURSDAY OCTOBER 23, 1986**

**ZION LUTHERAN CHURCH**
**1501 West Liberty**
**Ann Arbor, Michigan**

## HISTORICAL HAPPENINGS INVOLVE DINNERS, HARMONIUM MUSIC, HOLIDAY PLANS

**Chelsea Historical Society:** 7:30 p.m. second Monday, Crippen Building at Methodist Home.

**Dexter Society:** Museum, 3443 Inverness, open 1-4 p.m. Thursday-Saturday and by appointment (call 426-2519). Special exhibit of 1920s clothing until museum closes for season December 20.

Christmas bazaar, 10 a.m.- 4 p.m. Saturday, December 6, at museum. Annual potluck supper and tree trimming party 6:30 p.m. Thursday, November 6 at museum.

**Manchester Society:** 7:30 p.m. third Monday at Blacksmith Shop, 324 East Main.

**Milan Society:** Annual potluck harvest dinner for members and guests, 6:30 p.m. Wednesday, October 15, at Fire Barn. Tom Dodd of Ann Arbor will show a film about Michigan's sesquicentennial in 1987.

Otherwise the Society meets at 7:30 p.m. third Wednesday at Hack House, 775 County Street.

**Pittsfield Society:** 2 p.m. first Sunday of month at Township Hall, South State and Ellsworth Roads.

**Salem Society:** 7:30 p.m. fourth Thursday at former Salem Congregational Church on Dickerson Street in village. Potluck dinner with dulcimer and harmonium music program October 23.

Dr. Andrew Nazarro, Eastern Michigan University professor of historic preservation, will speak at the November 20 meeting. (Date moved ahead because of holiday).

**Webster Society:** Normally meets 7:45 p.m. first Monday. October meeting 7:45 p.m. the 13th at President Marjorie Smyth's home, 5185 Zeeb Road.

**Ypsilanti Society:** Former Governor John Swainson will talk about the Michigan sesquicentennial at the annual fall dinner, 5 p.m. Sunday, November 2, at Masonic Temple, 76 North Huron Street. For tickets call the museum mornings, 482-4990.

Museum, 220 North Huron, is open 2-4 p.m. Friday-Sunday. Special exhibit of baby clothes through mid-November when dolls and miniature cars will be displayed for Christmas season.

Annual Christmas open house 2-5 p.m. Sunday, December 14, Mrs. L.G. Howard, chairman.

## MONROE PLANS WAR OF 1812 SYMPOSIUM

A symposium on "War on the Great Lakes, Canada and the United State in the War of 1812," is planned January 23-24 at Monroe Community College in honor of Michigan's sesquicentennial in 1987. For information call (313) 242-7300, extension 302.

## GENEALOGISTS TO HEAR ABOUT D.C. RESEARCH

Constance Ayres, owner of The Quest, a genealogical supplies and bookstore in Temperance, Michigan, will speak on "Researching in Washington, D.C." at 2 p.m. Sunday, October 26, at Concordia College Classroom Building, Room 109, 4090 Geddes Road. It is sponsored by the Genealogy Society of Washtenaw County. Society meeting, 1:30 p.m. Introductory class on the society after the talk.

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